

**In the claims:**

All of the claims standing for examination are reproduced below with appropriate status indication.

1-68. (Cancelled)

69. (New) A method for providing corrosion protection in assembly of two or more metal parts, at least one of which is made of sheet metal, and which are joined in a fashion leaving a space between the parts, the method comprising the steps of:

(a) forming a rigid and thermally stable carrier having a groove therein for engaging an edge region of the at least one sheet metal part;

(b) firmly attaching to the thermally-stable carrier a thermally-foamable element, such that the thermally-foamable element, with the thermally-stable carrier engaging the edge region of the at least one sheet metal part, and the parts joined, is disposed in the space between the parts; and

(c) exposing the assembly of the two metal parts in further processing to heat sufficient to foam the thermally-foamable element to fill the space between the parts.

70. (New) The method of claim 69 wherein both parts are made of sheet metal, and one has a linear edge which the groove of the thermally-stable part engages.

71. (New) The method of claim 70 wherein the parts are an automobile roof and a roof bow.

72. (New) A method for providing corrosion protection in assembly of a hood-like sheet metal part having a circular opening with a turned-up edge, and an inner dome projecting through the opening for providing a strut support, the two parts spot-welded in a manner leaving an annular gap between the parts, the method comprising the steps of:

(a) forming a rigid and thermally stable carrier in a ring shape of a size to fit over the dome and cover the annular gap, and having extending processes outwardly from the ring to engage the turned-up edge of the hood-like part;

(b) firmly attaching to the thermally-stable carrier ring a thermally-foamable element, such that the thermally-foamable element, with the thermally-stable carrier ring engaging the turned up edge, is disposed in the annular gap; and

(c) exposing the assembly of the two metal parts in further processing to a heat sufficient to foam the thermally-foamable element to fill the space between the parts.

73. (New) The method of claim 72 wherein, in step (a) the carrier ring is formed with an outer diameter sufficient that the carrier ring overlaps the turned-up edge, and with a groove to engage the turned up edge.

74. (New) The method of claim 72 wherein the inner dome is adapted for a Macpherson strut.

75. (New) A method for firmly anchoring a plastic peg having a shaft of one diameter and a head of a larger diameter, the peg used to join first and second metal parts through aligned holes in automotive assembly, comprising steps of:

(a) placing a ring of thermally-foamable material over the shaft against the head;  
(b) inserting the plastic peg with the thermally foamable ring through the aligned holes such that the thermally foamable ring bears against the first metal part; and

(c) exposing the assembly of the peg and the two metal parts in further processing to heat sufficient to foam the thermally-foamable element to seal between the peg and the first metal part.

76. (New) The method of claim 75 wherein the head is shaped to provided a gap between the head and the first metal part with the peg fully inserted, such that the thermally-foamable material when foamed, fills the gap.